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ABSTRACT

An aircraft ignition cable connector includes a radio-shielded ignition cable. The cable has an outer insulating cover, a shielding conductor, an inner insulating layer, and a center conductor. The cable is encased in a flexible, conducting, elbow tube. The elbow tube is attached at one end to the shielding conductor of the cable and attached at the other end to a metallic ferrule held to a threaded spark plug by an internally threaded nut. The elbow tube is capable of retaining a particular shape after bending. The elbow tube is formed from a sheet of malleable metallic material. The sheet has first and second, opposed parallel edges and third and fourth, opposed parallel edges normal to the first and second edges. The sheet has a series of single, back-to-back folds parallel to the third and fourth edges and is formed about a cylindrical mandrel with the long axis of the mandrel perpendicular to the folds. The first and second edges are joined to form an open-ended cylindrical tube that is shaped into the elbow. In a variant of the invention, lower portions of the back-to-back folds are doubled back upon themselves so as to provide four layers of metallic material adjacent the lower surface of the sheet. The sheet is formed about a cylindrical mandrel with the lower surface outermost with the long axis of the mandrel perpendicular to the folds. The first and second edges are joined to form an open-ended cylindrical tube that has a reinforced outer surface.